



October 2003

THE ANCHORLINE

White Rock Power & Sail Squadron, White Rock, BC

Training Officer's Report...



The fall schedule of White Rock Squadron's boating courses commenced on September 9th and 10th. Welcome to all the new students who have joined our forces to learn more boating skills making our boating waters as safe as possible.

We offered three boating classes this fall. Tuesday night with Ken Penny and proctors Carroll Guichon, Jack Sutherland, Mike Henry and Veronica Neufeld, brought 34 students originally, a few too many for one class, so we transferred 8 students to Wednesday night bringing the total enrolment for Tuesday night down to a manageable 25 students. Many thanks to those students who transferred.

Wednesday night's boating with Sandy Wightman, proctors Rob Milne, Peter Ganz and Lorne G. Wells enrolled 18 students and boating with Lorne R. Wells, proctors Erik Laursen, Peter Sturkenboom, Sue Kendall and Ralph Fraser enrolled 19 students .

A grand total of 62 boating students this fall.

Tuesday Night Seamanship Sail, with Clive Griffiths instructing, has 12 students enrolled. Wednesday night's Piloting with Don Walser instructing and with Rick Hepting proctoring, has 5 students enrolled. Boat Pro, with Stephen Stewart and Marilyn Mitchell, had two students and another one that challenged the exam with all three receiving their PCO certificate.

VHF Radio has 17 students enrolled with Harald Hanssen & Brian McMurdo sharing the teaching of this class. We also have 6 students pre-registered in GPS with John Toews & John Naylor instructing. Total 98 students with additional 6 pre-registered for GPS commencing Oct. 21.

Special thanks to all the instructors & proctors for all the time contributed to making these classes successful. Also thanks to those who contributed to the registration nights and advertising: the above mentioned plus Georgie Peone, Kevin Dean, Evelyn Walser, Micheal Read, Mary Lou Wightman, Patt Nagy, Ted Mackinnon, Barry Baniulis and especially Assistant Tom Fee and Commander Andrew for the excellent advertising. The evidence shows we are successful only because of the participation of so many and the great team work.

At this time your training officer is planning the spring session classes. Besides offering Boating, consideration is being given to running Advanced Piloting, Global Weather, perhaps Marine Electronics, and maybe Seamanship Power, which has not been offered for some time. I would like some input as to what courses the membership would like to see offered so get back to me by email to s.shea@telus.net or by phone at **604 538-6226** for course suggestions.

Still time to register for the **GPS Class - commences Oct. 21**
Boat Pro - commences Nov. 5

And also to Jenny Ciceri, my sincere sympathy and prayers for the loss of her Captain Rod , a fellow classmate, shipmate and dearest friend... he will surely be missed by all who knew him.

Shirley Harvey Shea
Squadron Training Officer

White Rock Squadron
2003-2004 Bridge
www.whiterocksquadron.org

Commander

Andrew Pothier 536-0430

Executive Officer

Ken Penny 531-5602

Training Officer

Shirley Shea 538-6226

Asst. Training Officer

Tom Fee 536-8477

Secretary

Veronica Neufeld 538-3298

Treasurer

Ted MacKinnon 538-7553

Membership

Rick Hepting 576-6670

Socials

Georgie Paone 542-5599

Supply

Erik Laursen 803-1795

Cruise Master

Barry Baniulis 542-0519

MAREP/Coast Guard

John Toews 535-5211

Editor

Carlos Fuenzalida 535-0369

Historian

John Toews 535-5211

Environment

Marilyn Mitchell 943-9058

Port Captain

Bill Bateman 536-4507

Programmes

Lorne R. Wells 542-5599

Webmaster

Harald Hanssen 538-7311

Past Commander

John Naylor 538-2720

Member at Large

Norm Headrick 531-7425

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[www.whiterocksquadron.org](http://www.whiterocksquadron.org)

Box 499

800– 15355 24th Avenue

Surrey, BC V4A 2H9



## **Commander's Report**

This past summer has been the best boating season I can remember.

The warm, dry weather stayed with us until the end of September which offered the boating community lots of opportunity on the water. Now that fall has arrived, it's time to winterize our boats before the cold, wet days of winter begin.

Our fall boating classes have now begun and I am happy to see we are back to three boating classes. Hats off to all the training department and those who were involved with advertising our classes and who turned out to help with registration on those first nights.

We have a social education evening scheduled for 7:15 Thursday, October 16th at Windsor Square Mall. The speaker is Mr. Brad Schmidt and the topic will be bottom paint. Every one is welcome and it is free. Hope to see you there.

I look forward to representing our Squadron at the forthcoming National Canadian Power and Sail Squadron Convention in St. John, New Brunswick, October 23-25, 2003. Full report on next issue.

Finally, on a sad note, it is with deep regret I report that our long time member and friend Rod Ciceri passed away peacefully in his sleep this past week. Rod was our squadron auditor for the past few years. He was also a member of the LMYC and an avid boater. I talked to him several times on the White Rock pier this summer. He was either walking to the boats or returning from a trip. We will miss him a lot.

Andrew Pothier  
Commander

### **Survey Results:**

As usual, we surveyed the classes to see how effective our advertising is with the new students. We found the following:

30% read road signs  
18% read the website  
16% from miscellaneous sources  
10% from newspapers  
26% by **Word-of-Mouth**, which means the membership is participating very effectively. Keep up the good work squadron!

**We are very sad to report that on October 1st, 2003 we lost Rod Ciceri, fellow sailor and friend, who died victim of a heart attack. He was the Auditor for White Rock Squadron, as well as Treasurer for the Lower Mainland Yacht Club.**

**Our deepest and sincere condolences to his wife Jenny and family. He will be remembered.**

## HOW TO MAKE AN EMERGENCY VHF MARINE BAND ANTENNA WITHOUT SOLDERING

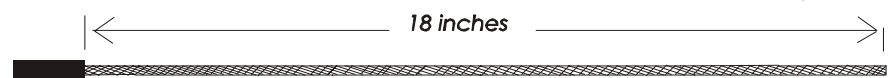
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①

The first step is to obtain a suitable length of RG58, or RG59 coaxial cable with the appropriate connector at one end. In most cases this will be a PL259 connector. A 5 ft length of cable will do. Cables with connectors attached can be found at Radio Shack or other electronic suppliers.



②



Measure 18 inches in from the end of the cable and remove the insulating jacket, exposing the metal braid.



③

At the point where the braid enters the insulated jacket, spread the braid and pull out the plastic covered centre conductor. You may need to bunch and loosen the braid to get the conductor out. Continue "working" the braid till all 18 inches of the centre conductor has been removed.

④

Fold the antenna elements (centre conductor, and braid) away from each other to form a T with the coaxial cable. You now have a 1/2 wave VHF dipole antenna with a transmission line and connector attached.



For best results try and keep the antenna elements vertical. Keep the antenna several inches away from any metal. The antenna can be suspended with cord, or it can be taped to a wooden or plastic rod. The transmission line should be routed directly away from the antenna for about 18 inches. This antenna can be used in an emergency should your main antenna or transmission line fail. It can be used on a sail boat if you are transiting an area with your mast down.

## Well Dressed for Maine

By: Jeffrey Isaac, PA-C

In the classroom discussion of hypothermia, I like to introduce the mechanisms of heat transfer by asking the students to grasp a metal table leg with one hand, and place the other hand on a book or the wooden tabletop. When asked which one is colder, they immediately respond, "the metal." Someone usually then points out that both objects are really the same temperature, it's just that the metal FEELS colder because it conducts heat energy away from our hands much faster than the less dense wood or paper. Likewise, the tabletop is not really WARM; it just conducts heat energy much more slowly. **Conduction**, that is the movement of heat energy between objects in contact with one another, is just one form of heat transfer.

When dealing with cold weather, we also must consider **convection, radiation and evaporation**. Convection refers to heat transfer by moving air. Your convection oven, humming quietly down in the galley, is transferring heat energy from the electric coils to the swirling air in the oven box and then to your cinnamon buns. You feel the heat of the sun on your shoulders by way of long-wave radiation. No direct contact or air is necessary. Evaporation takes advantage of the need for water to absorb a tremendous amount of heat energy as it turns into a gas. Heat energy moves from warmer objects to less warm objects. Sitting in your cockpit on a cool Maine morning, you are the warm object. Some heat energy is radiating from your exposed skin into the surrounding environment, while a lot of heat is being conducted directly into the stainless-steel winch you're sitting on. This probably feels pretty good right now, since you were a little warm in your cocoon in the forward cabin, and you have a fresh bun in your belly. You appreciate the delicious chill of the light southeast breeze scuffing the still water around your Grand Behemoth 65 Luxury Motorsailer. Life is good.

As you take another sip of coffee, you are mildly annoyed by a sudden shout and splash from across the anchorage. The instructor aboard an Outward Bound pulling boat has just jumped into 50-degree water to demonstrate that life is even better with a little morning discomfort. She is on a completely different boat,

having been a little chilled all night in the fog and then immersed in cold, dense water.

Emerging from her dip, evaporation takes hold with billions of molecules of water absorbing hundreds of calories of heat energy from her skin as it vaporizes in the morning air. The light wind increases the rate of evaporation, and adds to convective heat loss. The heat transfer is so efficient that she has already begun to shiver. So, why is this woman smiling? First, she is being paid to look tough. Second, her duffel is packed with the right clothing to deal with the environment she's sailing in. She knows how to control conduction, convection, radiation and evaporation, and will soon be as warm and comfortable as you are. Effective insulation protects you from direct contact with cold, dense substances like water and steel, restricts the movement of air, and minimizes the effects of evaporation. It works by trapping air between you and the cold. It will be versatile, allowing you to vent heat when necessary to avoid the need for sweat. Finally, it will be easy and comfortable to wear and pack, or you won't use it.

You can't see it from where you are, but madam instructor is sitting on a small closed-cell foam pad as she's toweling off. This type of low-density insulation won't compress under her weight, keeping her comfortably away from the cold oak decking. Her first layer of clothing will be thin polypropylene, essentially soft-spun plastic. She's not relying on this for insulation, but to wick moisture away from her skin to the outer layers where it can evaporate without cooling her. Her brand is Patagonia Capilene, but there are lots of others. Suddenly, she's looking right at you, causing you to drop your binoculars in embarrassment. You then realize she's actually studying the clouds beyond you as she selects her next fashion statement. Out comes a loose, synthetic-pile pullover. This is the fluffy loose-spun polypropylene insulation layer designed specifically to put distance (loft) between her and the cold rain and wind. Its fabric will also trap most of the radiant heat leaving her skin. It is loose-fitting with a large neck opening to ease installation and removal. There are no heavy rayon or cotton cuffs, waistbands, collars or elbow patches to get soaked and cold. The garment is 100 percent polypro -- which will absorb

less than 0.5 percent of its weight in water. In the old days, she would have worn wool for this purpose, maybe over silk long underwear. But even these historic fabrics don't compare. Wool will retain about 17 percent of its weight in water, and silk about 6 percent. Cotton has no place in protective clothing in a wet environment. When kept absolutely dry, cotton is a fine insulator, but when wet it is absolutely useless. It works best as a bar towel. The instructor's pullover, being of very low density, offers good loft but no wind protection -- it's not meant to. The lightweight nylon shell she puts on over it will control the conductive heat loss to the wind. This jacket has a drawstring waist, a collar with a hood, and Velcro closures over wide cuffs, allowing her to almost completely trap warmed air in the insulation layer beneath. There is even a small patch of polypro to protect her chin from contact with the metal zipper-pull. The full front zipper and zippers in each armpit, along with the loose cuffs and drawstring openings, will allow her to vent heat through conduction from the insulation layer when needed.

By virtue of her profession, this woman has access to pro-deals on every imaginable type of outdoor equipment. But what you see her using is simple and task-specific. Her jacket does not sport anything in the way of spiffy but dysfunctional extras, like absorbent material in the cuffs, collar, waistband or even logo patches. She also knows that the more expensive combination garments like fleece with a wind-block layer, or pile jackets with a heavy Cordura shell, will absorb and hold more water, aren't as versatile, and certainly don't pack as well. Her bottom layers are similar, with nylon pants over wicking and insulation layers. The outer-shell pants do not have an elastic cuff on the bottom. Instead they are full-width cuffs zippered to the knee. This allows her to vent when necessary, and put them on or off over her sea boots. Only when the rain starts will she go to full foul-weather gear to keep dry. Even if she gets completely soaked, as she did during her capsiz drill last month, this outfit will keep her warm. You, on the other hand, with your cotton sweatshirt and canvas shorts will have to stay below and watch movies on the DVD until the rain stops. To learn more than you ever wanted to know about the science of clothing, try "Secrets of Warmth" by Hal Weiss, ISBN 0-938567-32-2.

## What to do if you fall overboard: Survival Floating

Just as important as acquiring the skills necessary for rescuing a crew overboard is a knowledge of how to help yourself if you are the person overboard. The following tips can help you stay afloat until help arrives:

- Keep your clothes on. If your shoes are light enough for you to swim comfortably, leave them on. If they weigh you down, remove them. Remove any heavy objects from any pockets in your clothing.
- If you can float on your back fairly easily, save energy by doing so. Kick only when necessary.
- While signaling for help or waiting for rescue, tread water to stay in an upright position, moving your hands back and forth and using a kick that requires little energy. Remember, the more you move around in cold water, the quicker your body temperature can drop, and the faster hypothermia can set in.
- In warm water, conserve your energy by using the facedown technique explained below, called survival floating. Each move you make should be slow and easy.
- Every second counts. As soon as a heaved line reaches you, quickly tie a bowline around your chest. If a lifesling reaches you, slip it on immediately.
- As the rescue boat approaches, stay away from both the stern and the bow of the boat.
- When trying to board the boat, don't rush; it is important to make effective use of your remaining energy.

**Survival Floating:** With your mouth above the water's surface, hold your breath, put your face in the water, and let your arms and legs dangle for several seconds. Then tilt your head back to raise your face above the surface, only high enough for your mouth to clear the water. As you raise your face, exhale. As your mouth clears the water, gently press down with your arms and bring your legs together. This will help keep your mouth above water. Take another breath and repeat the cycle.

# FALL DINNER/DANCE

NOVEMBER 8, 2003

ELKS HALL,  
1469 GEORGE STREET, WHITE ROCK.

COCKTAILS: 6:30

DELUXE BUFFET & DESSERT TABLE  
LIVE MUSIC

TICKETS: \$20.00 PER PERSON

TICKETS AVAILABLE FROM GEORGIE @ 542-5599

White Rock Squadron would like to congratulate the following new members:

|                |                          |
|----------------|--------------------------|
| Paul Banning   | Jack and Anita Dosenberg |
| Sue Kendall    | Ian Muir                 |
| Bradley Potter | Gerald Rapp              |
| Jane Goundrey  | John Todd                |

Welcome Aboard!

At a grocery store in San Jose, they have new credit card/bank card readers at the checkout stands. If you don't know how to orient your card to swipe it through the reader, the checkout person will say, "Strip down, face toward me."

**True ads...**

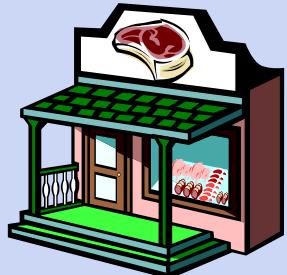
'93 Pontiac Lemons - low miles  
2 female Boston Terrier puppies, 7 wks old, Perfect markings, 555-1234. Leave mess  
Dog for sale: eats anything and is fond of children.

For Rent: 6-room hated apartment.  
Get rid of aunts: Zap does the job in 24 hours.  
Girl wanted to assist magician in cutting-off-head illusion. Blue Cross and salary.

Hummers - largest selection ever - "If it's in stock, we have it!"  
Our bikinis are exciting. They are simply the tops.  
Semi-Annual after-Christmas Sale.  
Tired of working for only \$9.75 per hour? We offer profit sharing and flexible hours. Starting pay: \$7 - \$9 per hour.  
Used Cars: Why go elsewhere to be cheated? Come here first!

## Monthly Meetings...

If you would like to attend one of our Squadron meetings, they are held on the third Monday of every month, at the **ABC Country Restaurant**, 2160 King George Hwy. Dinner starts at 6:30 PM, meeting starts at 7:15 PM. Please call one of the bridge members to confirm.



## Views from our evening classes...



Instructor Lorne Wells setting up practical demonstration using buoys and aids to navigation



Instructor Ken Penny teaching Boating



Instructor Sandy Wightman teaching his Boating class



Instructor Clive Griffith teaching Seamanship Sail



Instructor Brian McMurdo teaching the VHF Radio course

**Find us on the Internet**  
**www.whiterocksquadron.org**

Attn: Editor  
Box 499, 800—15355 24th Avenue  
Surrey, BC V4A 2H9

Phone: 604-535-0369  
Fax: 604-535-0369  
Email: carlos.f@telus.net

Please report all changes of mailing address, telephone number or e-mail address to:  
Rick Hepting, Membership Officer  
E-mail: rrhepting@shaw.ca

Remember also that we publish **wanted** and **for sale** adds, free of charge, for our membership.



## SQUADRON CELEBRATES LABOR DAY WEEKEND AT THETIS ISLAND

White Rock Power Squadron members got together at Telegraph Harbor Marina on Thetis Island to celebrate the last official gathering of the boating season August 30, 31 and September 1.

The Strait was smooth for those crossing on a bright sunny Saturday morning.

Participating boats were Rose Marie, Freedom Too, Kazbar, Dreamkeeper, Touch Of Blue, Wight Mist, Kitiwake, Carousel, Sommer Wind, Das BooT and Toquesa.

Happy hour was on a Mexican theme as all celebrated Sandy Wightman's birthday. Great fun by all attending.

On Sunday some took the ferry to Chemainus, the community of murals on Vancouver Island, while others stayed back and simply relaxed away the day. Circumnavigating Kuper Island by dinghy were Barry Baniulis, Terry Nagy and Andrew Pothier.

All enjoyed a wonderful potluck dinner on the dock followed by 16 participants in a crib tournament.

First place honors to Art Bartell, second place to Terry Nagy with third place honors shared by Andrew Pothier and Maurice off Wight Mist.

It was a sunny day but windy at times.

On Monday all departed for home ports but strong winds on Georgia Strait forced some to stay back for another night before safely crossing to home ports on September 2.

Barry Baniulis  
Cruisemaster

Our marine environment is in a deteriorating state and the future is grim. As boaters we need to be aware of the facts and our part in the solution. If every individual was proactive in protecting our environment we may stand a chance. Unfortunately, these very important issues are not acknowledged with enough emphasis. Fortunately we have concerned citizens groups such as the 'Georgia Strait Alliance', federal and provincial agencies such as Fisheries and Oceans Canada, Environment Canada, Parks Canada, B.C. Water, Land and Air Protection and Sustainable Resource Management. All share powers to set policy and manage our marine environment.

Plastic debris creates devastation to our marine habitat and that is one area of pollution that boaters can be responsible for the solution. Plastic accumulates in the environment faster than it can be broken down. Tides, winds, storms and currents carry the plastic debris all over the world before depositing it on seabeds and coastlines. The marine environment is especially sensitive to plastic debris. Wildfowl and sea creatures are hurt or killed when they mistakenly eat or become entangled in it. Death can result from a blocked digestive tract or from toxic by-products of digestion of some plastics, or through starvation from a false sense of being full. Once wildlife become entangled or snared in plastic debris, they face starvation, exhaustion, infection from wounds or drowning.

Such things as six-packs yokes entangle fish, birds, mammals and bottom dwellers.

According to the U.S. Coast Guard, 30,000 fur seals die annually due to entanglement in plastic debris.

Everyone can help reduce litter by following these simple steps:

1) Don't litter.

- . Bring all of your garbage back.
- . Don't let trash get thrown, washed or blown onto the beach, or overboard.
- . Dispose of it at port or in proper land based trash cans.

2) Pick it up as you go, from the beach or the water.

3) Get involved. Participate in cleanup campaigns.

- . Tell others. Educate your friends, relatives and neighbours about persistent marine debris.
- . Encourage ports and marinas to supply convenient garbage receptacles.

4) Change your behaviours.

- . Cut the loops on six-pack holders before throwing them away, and don't flush plastic.
- . Better still, buy products without plastic and excess packaging.

Marilyn Mitchell  
Environment Officer